

CLACKAMAS COUNTY BOARD OF COUNTY COMMISSIONERS

Study Session Worksheet

Presentation Date: 04/07/15 **Start Time:** 1:30 PM **Approx Length:** 30 Minutes

Presentation Title: Clackamas County Stakeholder Nominations for the Region 1 Area Commission on Transportation (R1ACT)

Department: Public and Government Affairs; Department of Transportation and Development – Engineering Division

Presenters: Gary Schmidt, Director of the Department of Public and Government Affairs and Karen Buehrig, Transportation Planning Supervisor

WHAT ACTION ARE YOU REQUESTING FROM THE BOARD?

Selection of the Clackamas County Business Stakeholder nomination for the R1ACT and approval of letter which forwards all Clackamas County nominations on to Oregon Department of Transportation (ODOT) for consideration on the R1ACT.

EXECUTIVE SUMMARY (why and why now):

At their February 19, 2015 meeting, the Oregon Transportation Commission approved a provisional charter for the Region 1 Area Commission on Transportation (R1ACT). The provisional charter outlines a membership structure that includes six stakeholders directly from Clackamas County. These stakeholders include:

- One (1) Clackamas County Commissioner
- Two (2) Elected officials from urban cities in Clackamas County
- One (1) Elected official from a rural city in Clackamas County
- One (1) rural stakeholder nominated by the Community Leaders Committee
- One (1) Business/Labor stakeholder nominated by a County approved process

On February 24, 2015, Commissioner Savas and Mayor Hodson, as co-chairs of the Clackamas County Coordinating Committee (C4), received a letter from Kelly Brooks, Interim Policy and Development Manager at ODOT, requesting that the nomination forms for the five (5) R1ACT stakeholder's seats be submitted by April 17, 2015. The letter requesting the nomination of the Clackamas County position was sent separately.

In March, the Board of County Commissioners (BCC) approved a process for nominating the Business/Labor stakeholder seat. The process included C4 ranking the nominations and the BCC selecting the nomination to move forward to ODOT.

The Clackamas County Department of Transportation, in coordination with C4/Public and Government Affairs staff reached out to business communities to message the opening for the R1ACT Business Stakeholder seat for Clackamas County.

Stakeholder Nominations for R1ACT
April 7, 2015

Organizations that were contacted include: Clackamas County Business Alliance, Clackamas County Economic Development Commission, and all Chambers of Commerce in the County. Clackamas County's Business and Community Services Department was also resourced to notify potentially interested candidates. Applications were due by March 19, 2015. Five applications were received in total. These applications are included as an attachment.

C4 will review these applications on April 2, 2015 and will recommend to the Clackamas County Board of Commissioners the candidates in a priority order in a letter submitted by the C4 Co-Chairs.

The urban and rural cities and the rural community leaders will bring forward their final selections for their nominations at the April 2 C4 meeting as well. Since ODOT has requested that all of the stakeholder nominations be submitted together, it is asked that the all the nominations brought forward to you by C4 be included in that one transmittal.

FINANCIAL IMPLICATIONS:

When the R1ACT begins to meet, it will not have direct financial impacts on the County, but will likely have an impact on staff resources.

LEGAL/POLICY REQUIREMENTS:

N/A

PUBLIC/GOVERNMENTAL PARTICIPATION:

The Clackamas County Department of Transportation, in coordination with C4/Public and Government Affairs Staff, facilitated an outreach process for soliciting nominations for both the rural stakeholder and the business stakeholder seats. For the rural stakeholder seat, the Community Planning Organizations and Village/Hamlet leaders were provided information about the nomination process and then they were responsible for making recommendation for the rural stakeholder nomination.

OPTIONS:

- Staff recommends the Board of County Commissioners select a business stakeholder nomination and forward the nominations for all of the Clackamas County stakeholders onto ODOT.

RECOMMENDATION:

Staff recommends the Board of County Commissioners select a business stakeholder nomination and forward the nominations for all of the Clackamas County stakeholders onto ODOT.

ATTACHMENTS:

1. Feb 24, 2015 letter to Commission Savas and Mayor Hodson
2. List of candidates for business stakeholder seat

Stakeholder Nominations for R1ACT

April 7, 2015

3. Draft letter from C4 (without nominations) – Formal letter will be submitted for BCC Consideration on Monday, April 6.
4. Draft letter from BCC to ODOT to transmit all county nominations to the R1ACT
5. Proposal for the Formation of a Region 1 Area Commission on Transportation (R1ACT)

SUBMITTED BY:

Division Director/Head Approval _____

Department Director/Head Approval s/Gary Schmidt

County Administrator Approval _____

For information on this issue or copies of attachments, please contact Gary Schmidt @ 503-742-5908
--



Oregon

Department of Transportation

Region 1 Headquarters
123 NW Flanders Street
Portland, Oregon 97209
(503) 731.8200
FAX (503) 731.8531

February 24, 2015

Commissioner Paul Savas, C4 Co-Chair
Mayor Brian Hodson, C4 Co-Chair
Public Services Building
2015 Kaen Road
Oregon City, OR 97045

Commissioner Savas and Mayor Hodson,

The Oregon Transportation Commission granted a provisional charter for the Region 1 ACT on February 19, 2015. We plan to host the first meeting of the ACT in May.

Please complete the attached nomination form for each of Clackamas County's four stakeholder members. Per the Region 1 ACT Formation Proposal, you must ensure that one of your nominations fulfills the requirement for a business or labor representative. The Clackamas County Commission does not have to fill out a nomination form for its representative to the ACT. I will send a separate letter directly to the Commission requesting that information.

Please submit all of your stakeholder nominations to me by April 17th along with a cover letter signed by both of the C4 Co-Chairs. Upon receipt, ODOT will review all proposed nominations for balance, compliance with ACT Guidelines, and consistency with the Region 1 ACT Formation proposal.

Sincerely,

Kelly Brooks, Interim Policy and Development Manager
ODOT Region 1
Kelly.Brooks@odot.state.or.us

Business/Freight Stakeholder - Region 1 Area Commission on Transportation

Applicants:

- A. Blane Meier
- B. Bill Avison
- C. Mike Stewart
- D. Karl Wescott
- E. J.D. Pavsek



BLANE MEIER

Application for Region 1 Area Commission on Transportation (R1ACT)

Due: March 19, 2015

R1ACT is a new advisory body chartered under the authority of the Oregon Transportation Commission (OTC) to provide input and recommendations to the OTC on policies and operation of the Oregon Department of Transportation in Region 1. The R1ACT will include 31 members representing Clackamas County, Multnomah County, Washington County, Hood River County and the City of Portland.

Clackamas County will have one business/freight and one rural representative on R1ACT. Terms will begin in June 2015 and last for four years. While the meetings are not yet scheduled, it will be very important for all representatives to make every effort to attend every meeting.

If you are interested in being nominated for one of these positions, please complete this application form and submit it no later than March 19, 2015, to: Transportation Planning Supervisor Karen Buehrig by email to karenb@clackamas.us or by U.S. mail at Development Services Building, 150 Beaver Creek Rd., Oregon City, OR 97045.

Name Blane Meier
Address [REDACTED]
Daytime phone [REDACTED] Email blane@meier.net
Occupation (current or, if retired, most recent) Investment advisor; bike shop owner

Applying for (check one or both): Rural representation Business/freight representation

Qualifications to represent rural or business interests in Clackamas County:
Current Clackamas County business owner — Meier Wealth Management and First City Cycles (Main Street Oregon City). Soon to open bistro @ OC Amtrak Depot.

Community or civic involvement, past and present, including coordination and collaboration between various jurisdictions, community groups and/or business organizations:
Co-Founder Lake Oswego Business Alliance, Oregon City Business Alliance; Founder OC Lions Club, Oregon City Trail Alliance; Chair OC Ped/Bike Advisory Comm., past chair OC Transportation Advisory Com.; current member OC Parks & Recreation Advisory Comm.

BRUCE WELCH

Past and current membership in community and/or business organizations in Clackamas County:

OC Business Alliance, OC Chamber of Commerce,
OC Trail Alliance, OC Lions Club, Clackamas
County Ped/Bike Advisory Committee, Newell Creek
Canyon Stakeholder Committee (Metro)

Experience in transportation policy, project development, project delivery and/or finance:

OC Transportation Advisory Committee work on TSP,
CC Ped/Bike Committee work on Active Transportation
Plan; past member of Amtrak Passenger Rail Study

Experience with under-served or under-represented communities and/or health care issues:

OC Lions Club provides sight & hearing screenings and
eyeglasses for the Oregon City School District.
It also provides eyeglasses and hearing aids for seniors.

Why do you want to serve on the R1ACT?

Making contributions to the community is important
to me. I believe our gifts, talents, and experience
should be used to help improve the community. Trans-
portation is key to the economic health and livability
of Clackamas Co. and I'd like to help in any way possible.

Signature 

Date 3-12-15

Thank you for your interest.

Please return by **March 19, 2015**, to:
Karen Buehrig at karenb@clackamas.us or
Development Services Building, 150 Beaver Creek Rd., Oregon City, OR 97045.

For more information, please contact Karen Buehrig at karenb@clackamas.us or 503-742-4683.

Bill Avison



Application for Region 1 Area Commission on Transportation (R1ACT)

Due: March 19, 2015

R1ACT is a new advisory body chartered under the authority of the Oregon Transportation Commission (OTC) to provide input and recommendations to the OTC on policies and operation of the Oregon Department of Transportation in Region 1. The R1ACT will include 31 members representing Clackamas County, Multnomah County, Washington County, Hood River County and the City of Portland.

Clackamas County will have one business/freight and one rural representative on R1ACT. Terms will begin in June 2015 and last for four years. While the meetings are not yet scheduled, it will be very important for all representatives to make every effort to attend every meeting.

If you are interested in being nominated for one of these positions, please complete this application form and submit it no later than March 19, 2015, to: Transportation Planning Supervisor Karen Buehrig by email to karenb@clackamas.us or by U.S. mail at Development Services Building, 150 Beaver Creek Rd., Oregon City, OR 97045.

Name Bill Avison

Address [REDACTED]

Daytime phone [REDACTED]

Occupation (current or, if retired, most recent) President, Avison Lumber Co.

Applying for (check one or both): Rural representation Business/freight representation

Qualifications to represent rural or business interests in Clackamas County:

I have operated businesses in Clackamas County for 25+ years (with 300 employees), including 3 - lumber manufacturing facilities (mills) and a glue lam operation, road and excavating - construction company in and around Molalla. Administrative and direct work experience includes: all aspects of manufacturing and process operations, timber land operations, commercial and retail property development, rock quarry operations, excavating, asphaltting / road building and trucking operations.

Community or civic involvement, past and present, including coordination and collaboration between various jurisdictions, community groups and/or business organizations:

Previously chaired Northwest Forestry Association (name now changed to - American Forestry Resource Council - AFRC), which was tasked with coordinating, businesses and environmental regulations effecting the allowable harvest of timber from the Mt. Hood National Forest and neighboring BLM lands along with the Oregon Department of Forestry lands which effected many communities and jurisdictions in western Oregon and Washington State. The severe federal environmental restrictions on allowable harvests from the 1990's to date, resulted in major job losses in small timber dependant communities. Working with local and state resources (Business Oregon and the SBA program) along with the business community, we tried to lessen the impact on small communities like Molalla due to the crisis effecting the industry.

Bill Wilson

Past and current membership in community and/or business organizations in Clackamas County:

Member of Molalla Chamber of Commerce. Current Officer and past Vice President of TEAM Molalla, (the local economic development commission - EID) formed and funded by local business to promote economic development in the Molalla area. Member of the City of Molalla Transportation Advisory Committee (TAC). Member of Clackamas County Economic Development Commission - EDC.

Experience in transportation policy, project development, project delivery and/or finance:

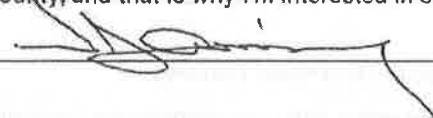
Chaired in 2013 the EDC breakout committee on transportation for the County - tasked with presenting key transportation recommendations and priorities (from hundreds of proposed projects) in the County to the BCC. Currently as a Commissioner on the TAC for Molalla, we are re-working the TSP and prioritizing all transportation projects within the City. Budgets are tight in many communities - creating challenges for transportation funding, so the City of Molalla with TEAM's work was able to form an Urban Renewal District (URD) thus securing a new funding source for transportation projects.

Experience with under-served or under-represented communities and/or health care issues:

Molalla is an under-served community on many fronts. While there is an urgent care facility in Molalla, the closest major hospital is approximately 30 minutes away with light traffic. That drive can double during rush hour. While Molalla and other rural areas of the County have employment lands available, potential new business prospects have had concerns about transportation constraints particularly when they evaluate the ability to deliver products or services to the Metro market area in a timely manner.

Why do you want to serve on the R1ACT?

I previously served on the ODOT R-1 formation Task Force that worked to finally form an ACT for this region. By participating in those meetings it became apparent that the only way rural communities in our County would have any chance to compete with larger projects and affiliated interests in the Metro area, was that we - as one county voice would need to have strong representation when our projects were submitted to the OTC for final approval and funding. The rural areas have suffered unfairly to the tune of billions of dollars that have been spent on projects benefiting mostly workers commuting in the Metro area. I feel I have the qualifications if chosen for the ACT rural/business representative for the County, to help achieve fairness and balance in the funding allocation for ODOT R-1 for Clackamas County, and that is why I'm interested in serving. Thank You.

Signature  Date 3/10/15

Thank you for your interest.

Please return by **March 19, 2015**, to:
Karen Buehrig at karenb@clackamas.us or
Development Services Building, 150 Beaver Creek Rd., Oregon City, OR 97045.

For more information, please contact Karen Buehrig at karenb@clackamas.us or 503-742-4683.

Mike Stewart



Application for Region 1 Area Commission on Transportation (R1ACT)

Due: March 19, 2015

R1ACT is a new advisory body chartered under the authority of the Oregon Transportation Commission (OTC) to provide input and recommendations to the OTC on policies and operation of the Oregon Department of Transportation in Region 1. The R1ACT will include 31 members representing Clackamas County, Multnomah County, Washington County, Hood River County and the City of Portland.

Clackamas County will have one business/freight and one rural representative on R1ACT. Terms will begin in June 2015 and last for four years. While the meetings are not yet scheduled, it will be very important for all representatives to make every effort to attend every meeting.

If you are interested in being nominated for one of these positions, please complete this application form and submit it no later than March 19, 2015, to: Transportation Planning Supervisor Karen Buehrig by email to karenb@clackamas.us or by U.S. mail at Development Services Building, 150 Beaver Creek Rd., Oregon City, OR 97045.

Name Mike Stewart

Address

Daytime phone

Occupation (current or, if retired, most recent) Financial Officer

Applying for (check one or both): Rural representation Business/freight representation

Qualifications to represent rural or business interests in Clackamas County:

I have served as a financial coach to Clackamas County business owners. I live in a highly travelled rural community and on the Clackamas County Business Alliance I have worked to foster business growth in the County.

Community or civic involvement, past and present, including coordination and collaboration between various jurisdictions, community groups and/or business organizations:

Chief Petitioner for the Stafford Village + ultimately the Stafford Hamlet. Past Board Member of the Stafford Hamlet. Board Member Clackamas County Business Alliance. Past Member, Dean's Advisory Council UofO College of Education. Past President, Oregon Club of Portland

Mike Stewart

Past and current membership in community and/or business organizations in Clackamas County:

Current Clackamas County Business Alliance

Past: Board Member of Stafford Hamlet

Experience in transportation policy, project development, project delivery and/or finance:

My membership on the Deans Advisory Council; College of Education involved successfully marketing the College to new students. Our efforts brought the re-established College of Ed back to full enrollment.

Experience with under-served or under-represented communities and/or health care issues:

Working with the Stafford Hamlet.

My current position is as the financial officer to a Health Care services Provider.

Why do you want to serve on the R1ACT?

In many ways Clackamas County's roads have been neglected. The County's roads, both rural & urban, require representation that will advocate for ALL of the County's road needs: Rural & urban.

Signature

Mike Stewart

Date

5/17/15

Thank you for your interest.

Please return by March 19, 2015, to:

Karen Buehrig at karenb@clackamas.us or

Development Services Building, 150 Beaver Creek Rd., Oregon City, OR 97045.

For more information, please contact Karen Buehrig at karenb@clackamas.us or 503-742-4683.

Karl Wescott



Application for Region 1 Area Commission on Transportation (R1ACT)

Due: March 19, 2015

R1ACT is a new advisory body chartered under the authority of the Oregon Transportation Commission (OTC) to provide input and recommendations to the OTC on policies and operation of the Oregon Department of Transportation in Region 1. The R1ACT will include 31 members representing Clackamas County, Multnomah County, Washington County, Hood River County and the City of Portland.

Clackamas County will have one business/freight and one rural representative on R1ACT. Terms will begin in June 2015 and last for four years. While the meetings are not yet scheduled, it will be very important for all representatives to make every effort to attend every meeting.

If you are interested in being nominated for one of these positions, please complete this application form and submit it no later than March 19, 2015, to: Transportation Planning Supervisor Karen Buehrig by email to karenb@clackamas.us or by U.S. mail at Development Services Building, 150 Beaver Creek Rd., Oregon City, OR 97045.

Name Karl Wescott

Address [REDACTED]

Daytime phone 503 640 2123 Email [REDACTED]

Occupation (current or, if retired, most recent) - see attached -

Applying for (check one or both): Rural representation Business/freight representation

Qualifications to represent rural or business interests in Clackamas County:
see attached

Community or civic involvement, past and present, including coordination and collaboration between various jurisdictions, community groups and/or business organizations:
see attached

Past and current membership in community and/or business organizations in Clackamas County:

See attached

Experience in transportation policy, project development, project delivery and/or finance:

See attached

Experience with under-served or under-represented communities and/or health care issues:

See attached

Why do you want to serve on the R1ACT?

See attached

Signature  Date 3-16-2015

Thank you for your interest.

Please return by **March 19, 2015**, to:
Karen Buehrig at karenb@clackamas.us or
Development Services Building, 150 Beaver Creek Rd., Oregon City, OR 97045.

For more information, please contact Karen Buehrig at karenb@clackamas.us or 503-742-4683.

Karl Wescott

Application for Reigon 1 Area Commission on Transportation (R1ACT)

Karl Wescott

Occupation:

I am currently employed as President of Wescott Enterprises. We are a very small business specializing in the manufacture and distribution of parts for antique Ford cars and trucks (1926-1956).

Aplying for:

I would like to be considered for both Rural representation and Business/freight representation

Qualifications to represent rural or business inerests:

I am a lifetime resident of Damascus and very aware of the challenges to transportation of a semi-rural area, and the challenges of transitions to a more urban environment.

Our business manufactures products which are shipped to all 50 states (by common carrier) and I am aware of the needs of maintaining a valid transportation network.

I served 38 years as an active "front line" volunteer firefighter and I am extremely aware and concerned about the safety implications of transportation system design and placement.

Community or civic involvement:

Volunteer Firefighter/EMT: 38 years "front line" including 7 years as top responder from the Damascus Station. Currently serving as a Water Tender driver.

Served on the Damascus Community Association (the CPO for the Damascus area at the time) committee transportation committee at the time the Sunrise Corridor was proposed in the 1980's.

City of Damascus "C-3" committee, charged at the beginning of the City to attempt to advise council on values and directions for the formation of a comprehensive plan.

City of Damascus Transportation Topic Specific Committee.

Vice Chair, City of Damascus Code Development Committee.

Board Member and Treasurer, Damascus Civic Club, which owns and operates a public park in Damascus.

Member, Oregon Rail Heritage Foundation.

Past/Current membership in community and or Business Organizations.

Damascus Civic Club, above.

Clackamas Fire District 1 Volunteer

Experience in transportation policy, project development, project delivery andlor finance

Damascus Community Association (CPO) Transportation Committee.

City of Damascus Transportation Topic Specific Committee.

City of Damascus Code Development Committee.

Karl Wescott

Experience with under-served of under represented communities andlor health care issues:

I served 38 years as a volunteer firefighter/EMT and responded to many highway incidents which all too often involved life changing injuries or death. Many of these were preventable with better highway design, or with alternative transportation options.

Why do you want to serve on the R1ACT?

I am very concerned about having a transportation network which provides efficient, safe connectivity for products and people. I would like to be a part of assuring a functioning transportation network which is beneficial to our economic health, our environmental health, and often our personal health. I believe efficient transportation which has modal flexibility allows for an optimal choice based on the specific transportation need. Assuring that engineering provisions for pedestrian and bicycling is important, not only for the modal choice for short personal trips, but for personal health where perceived unsafe walkways become an impediment to healthy activities. Large bulk movements become efficient if moved by rail or water, maintaining and providing for this option is crucial. I believe we can do a much better job of inter-connectivity and route redundancy. This is important to me as I feel a distributed transport network can be more robust when there is an incident that disrupts the ability to travel on a route, especially when that route is the only reasonable option. I have seen in my planning experience and in looking at many rural communities the importance of having visibility of the commercial zone regional highways, and am aware of the conflicts with encouraging free flow of traffic. I feel we can do a much better job of balancing these needs.

Signed Karl Wescott **Date** 3-16-2015

JD Pavek



Application for Region 1 Area Commission on Transportation (R1ACT)

Due: March 19, 2015

R1ACT is a new advisory body chartered under the authority of the Oregon Transportation Commission (OTC) to provide input and recommendations to the OTC on policies and operation of the Oregon Department of Transportation in Region 1. The R1ACT will include 31 members representing Clackamas County, Multnomah County, Washington County, Hood River County and the City of Portland.

Clackamas County will have one business/freight and one rural representative on R1ACT. Terms will begin in June 2015 and last for four years. While the meetings are not yet scheduled, it will be very important for all representatives to make every effort to attend every meeting.

If you are interested in being nominated for one of these positions, please complete this application form and submit it no later than March 19, 2015, to: Transportation Planning Supervisor Karen Buehrig by email to karenb@clackamas.us or by U.S. mail at Development Services Building, 150 Beaver Creek Rd., Oregon City, OR 97045.

Name JD Pavek

Address [Redacted]

Daytime phone 503 555 5555

Occupation (current or, if retired, most recent) Railcar Fleet Management

Applying for (check one or both): Rural representation Business/freight representation

Qualifications to represent rural or business interests in Clackamas County:

Rail industry professional with ten years of direct Class I railroad experience and over twenty years with The Greenbrier Companies, a railcar builder, lessor, and service provider.

Community or civic involvement, past and present, including coordination and collaboration between various jurisdictions, community groups and/or business organizations:

Current Director on the Lake Grove Water District board

Current member of the Clackamas County Enhanced Law Enforcement District Budget Committee

Past and current membership in community and/or business organizations in Clackamas County:

Experience in transportation policy, project development, project delivery and/or finance:

Serves as company liaison to industry groups in the areas of car-hire, car-service, and fleet management. Currently serves as a member of the Equipment Assets Committee of the Association of American Railroads (AAR). Provides reporting as an advisor to the AAR's Associate Advisory Board and the North American Freight Car Association.

Experience with under-served or under-represented communities and/or health care issues:

Why do you want to serve on the R1ACT?

I have experience in freight rail transportation and for various reasons am looking for ways to give back to the community.

Signature _____

Date 3/19/2015

Thank you for your interest.

Please return by **March 19, 2015**, to:
Karen Buehrig at karenb@clackamas.us or
Development Services Building, 150 Beaver Creek Rd., Oregon City, OR 97045.

For more information, please contact Karen Buehrig at karenb@clackamas.us or 503-742-4683.



Clackamas
County
Coordinating
Committee

Promoting partnership among the County, its Cities and Special Districts

April 6, 2015

Dear Board Clackamas County Board of Commissioners:

The Clackamas County Coordinating Committee (C4) convened on April 2, 2015 to review and rank recommended candidates for the Clackamas County Business Stakeholder for the Region 1 Area Commissioner on Transportation (R1ACT). The meetings also included a forum for the urban and rural cities and rural community leaders to caucus and select their nominations to the R1ACT seats.

R1ACT Clackamas County Business Stakeholder Seat

Clackamas County Department of Transportation, in coordination with C4/Public and Government Affairs Staff reached out to business communities to message the opening for the R1ACT Business Stakeholder seat for Clackamas County. Organizations that were contacted include: Clackamas County Business Alliance, Clackamas County Economic Development Commission, and all Chambers of Commerce in the County. Clackamas County’s Business and Community Services Department was also resourced to notify potentially interested candidates. Applications were due by March 19, 2015. Five applications were received in total. These applications are included as an attachment to this letter.

After reviewing these applications, C4 recommends to the Clackamas County Board of Commissioners the following candidate to be the formal nomination for the R1ACT Business Stakeholder Seat:

- 1. **>>Primary Recommendation<<**

The rest of the candidates were ranked as follows:

- 2. _____ 3. _____ 4. _____ 5. _____

Other Clackamas County Seats

The urban and rural cities and the rural community leaders also made final selections for their nominations. Since ODOT has asked requested that all of the stakeholder nominations be submitted together, we ask that the following nominations be included when the BCC forwards to ODOT the nomination of the Business Stakeholder.

R1ACT Clackamas County Urban City Representative:

[Redacted] and [Redacted]

R1ACT Clackamas County Rural City Representative:

[Redacted]

R1ACT Clackamas County Rural Community Representative:

[Redacted]

C4 is extremely grateful for the BCC’s consideration of the recommended nominations for the R1ACT Business Stakeholder for Clackamas County. Please keep us informed of your final decision, and let us know if there are any questions with regards to our ranking order.

Sincerely,

Commissioner Paul Savas
Clackamas County
C4 Co-Chair

Mayor Brian Hodson
City of Canby
C4 Co-Chair

DRAFT

April 8, 2015

Kelly Brooks
Oregon Department of Transportation, Region 1
123 NW Flanders St.
Portland, OR 97209

Dear Kelly Brooks:

On behalf of the Clackamas County Board of Commissioners (BCC), please find below our nomination for the Clackamas County Business Stakeholder for Region 1 Area Commission on Transportation (R1ACT). As recommended, this nomination was chosen through a collaborative effort between Clackamas County and the Clackamas County Coordinating Committee (C4).

Per your request, we are also submitting the nominations chosen for the other R1ACT Clackamas County seats, not including the nomination for the seat filled by a commissioner. The Clackamas County stakeholder nominations are as follows:

- Two (2) Urban City Representatives: _____ & _____
- One (1) Rural City Representatives: _____
- One (1) Rural Stakeholder: _____
- One (1) Business Stakeholder: _____

If you have any questions about these nominations or how they were selected, please contact Karen Buehrig at karenb@clackamas.us.

Thank you for the opportunity to participate in the formation of the R1ACT. We are excited to present these five (5) stakeholders as representatives of Clackamas County and look forward to collaborative transportation discussions that benefit Clackamas County, the metropolitan region, and the State.

Sincerely,

John Ludlow, Chair
On Behalf of the Clackamas County Board of Commissioners

Attached: C4 R1ACT Nomination Recommendations to the BCC

cc: Clackamas County Coordinating Committee

Proposal for the formation of a Region 1 Area Commission on Transportation (ACT)

Prepared by:

Oregon Department of Transportation
Oregon Solutions Transportation Coordination Task Force

Contents

Introduction	3
Background	3
Oregon Consensus Process	3
Proposed steps for ACT formation	4
Proposed Organization	5
Geographic Boundaries	5
Membership	6
Coordination	8
Proposed Operation	10
Decision-Making	10
Work program	10
Public Involvement	11
Work Program and Agenda Development.....	11
Technical Assistance	11
Support staff	12
Alternates.....	12
Definitions.....	13
Appendix A: C4 Membership Proposal.....	14

Introduction

Clackamas County, Hood River County, Multnomah County and the majority of Washington County currently fall outside existing Area Commission on Transportation (ACT) boundaries. The following proposal for the establishment of an ACT would create a single ACT for the entirety of Region 1 called R1ACT. The proposal was guided by and vetted through the Oregon Consensus Transportation Coordination Task Force.

Background

Recent Timeline of ACT Discussions in Region 1

	<p>Citizens from rural Clackamas County Hamlets and Villages approached Clackamas County about forming an ACT. Hamlets and Villages are unincorporated areas that are organized forums for citizens to express issues of concern and to prioritize and coordinate community-based activities.</p>
2009	<p>For nearly two years, representatives from the Hamlets and Villages met with various county departments and representatives from ODOT Region 1. The result was a proposed set of by-laws for a new “Rural Equity Area Commission on Transportation (REACT).” ODOT leadership reviewed the proposal and urged the group to focus on the greater “travel-shed” and reach out to partners in Hood River and rural Multnomah County.</p>
2010	<p>ODOT and Clackamas County convened a series of conversations with stakeholders to discuss forming an ACT for the “Mt. Hood Region” which encompasses the areas of Multnomah and Clackamas counties outside the Metro boundary, and Hood River County. The group ultimately decided that not all parties were ready for ACT formation at that time.</p>
2013	<p>Representative Bill Kennemer introduced HB 2945 to form an ACT for rural Clackamas County. This proposed legislation generated extensive discussion but did not pass either chamber prior to adjournment. In June of 2013, ODOT engaged Oregon Consensus to lead a region-wide process to discuss what type of ACT structure could best serve our stakeholders and the agency.</p>
	<p>ODOT Region 1 formed a STIP Project Selection Committee, composed of elected and stakeholder representatives from across the Region, to select and prioritize recommended projects for STIP Enhance funding. The project recommendations were adopted unanimously and the process was largely viewed as a success.</p>
2014	<p>Oregon Consensus Transportation Coordination Task Force Established</p>

Oregon Consensus Process

At the request of ODOT, Clackamas County and Metro, Oregon Consensus conducted an assessment in September through December of 2013 involving interviews with numerous regional stakeholders. The assessment concluded that broad support existed for moving forward with a consensus-based effort to

form one or more ACTs or ACT-like structures in the region. Director Garrett then appointed a broad representative task force and engaged Oregon Consensus to lead them through a consensus-seeking effort to make recommendations on structure to the OTC. The Task Force was initially convened by the Governor’s Transportation Policy Advisor, Karmen Fore, and charged with assessing current transportation coordination structures within the Region, establishing a set of agreed upon desired outcomes and providing recommendations to the Oregon Transportation Commission (OTC) on the creation of one or more ACTs or “ACT-like” structures. After five Task Force meetings the members agreed to the following key points of agreement on November 17, 2014:

- A single ACT can best coordinate the state transportation funding priorities for the Region and improve stakeholder input opportunities;
- ACT membership should include a broad spectrum of transportation stakeholder interests within the Region and should be apportioned in accordance with the attached table;
- The bylaws should reflect that the goal is to have decision-making occur through a consensus-seeking process.; A majority of the task force, but not all members, agreed that when voting is necessary, a minimum of 18 votes (out of 31 total ACT members and regardless of the number of members present) shall be required to forward any recommendation to the OTC and, in that event, both a majority and minority report may be forwarded; and
- Continued collaboration should occur to develop a Charter and Bylaws to establish the details of this proposal.

The formation proposal contained in this document reflects the consensus direction of the Oregon Consensus Task Force.

Proposed steps for ACT formation

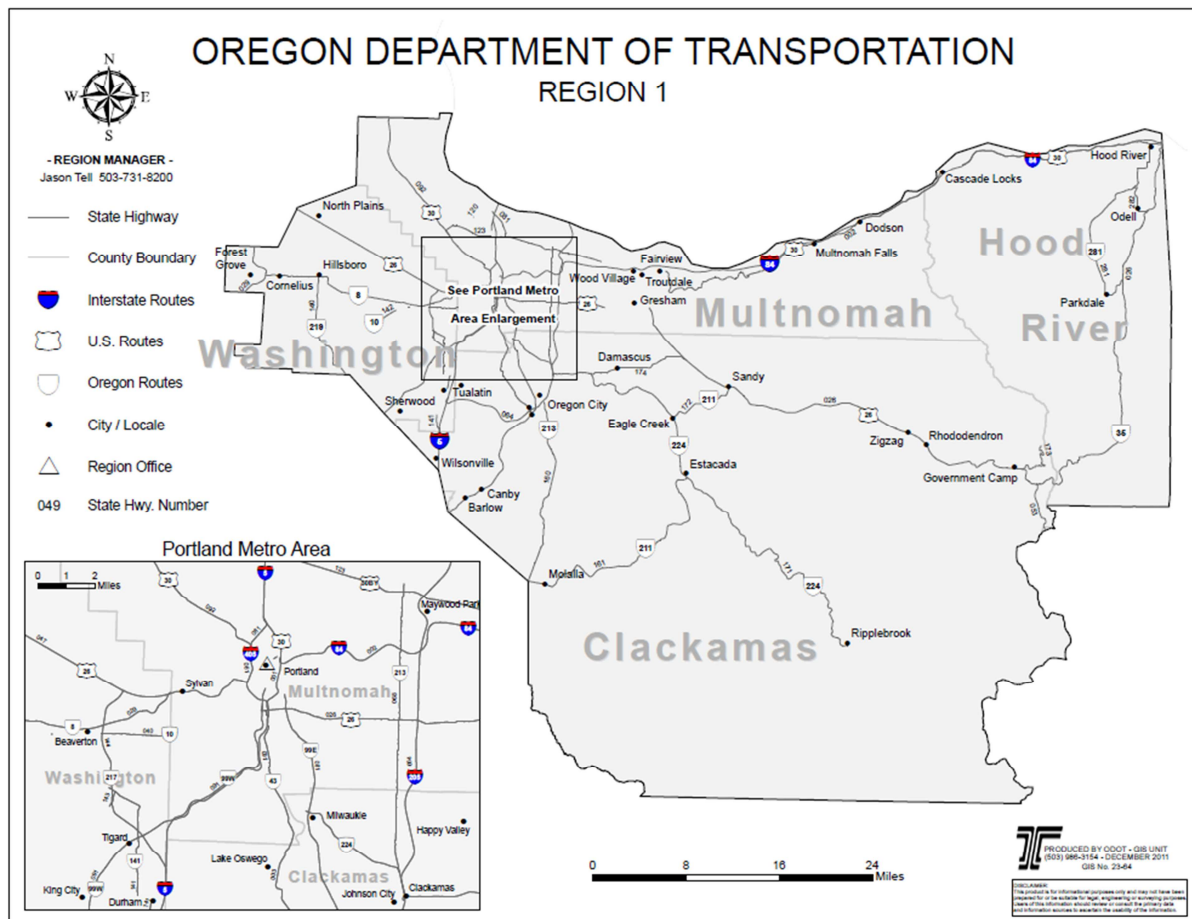
- | | |
|---|-------------------|
| 1. The Task Force reviews this draft proposal and circulates for public comment | December 2014 |
| 2. ODOT and Oregon Solutions Staff provide an update to the OTC. Task Force members invited to provide input directly to OTC. | December 18, 2014 |
| 3. OTC reviews this draft proposal and the public comments | January 15, 2015 |
| 4. Public sector representatives of the task force approve final proposal | January 2015 |
| 5. ODOT requests the OTC to provide provisional charter | February 19, 2015 |
| 6. If the ACT receives a provisional charter, public body appointments and stakeholder nominations occur | February 2015 |
| 7. Public sector members of ACT appoint stakeholder members and review draft bylaws | March 2015 |
| 8. Full ACT inaugural meeting to approve bylaws, elect officers and conduct orientation | April 2015 |

Proposed Organization

Geographic Boundaries

What is the rationale for the geographic boundaries of the proposed ACT?

The Region1 Area Commission on Transportation (R1ACT) boundaries will encompass all of ODOT Region 1, in addition to small portions of both Clackamas and Washington counties in Region 2 that fall outside the boundaries of existing ACTs. The task force determined that a single ACT provides one forum to set priorities that will facilitate dialogue between jurisdictions and stakeholders both inside and outside the Metropolitan Planning Organization (MPO) boundary. Task Force members also hope that dialogue through a single ACT will lead to greater understanding about various economic development issues, projects and needs across the Region.



Map of ODOT Region 1

Membership

What are the proposed voting and ex-officio membership categories and how do they ensure coordination with existing Regional public agencies?

The proposed membership structure of the ACT is weighted towards counties that have a higher average percentage of population and ODOT highway lane miles.

R1ACT members may revisit their ACT structure with an amendment of their governing documents. Members shall be responsible to report to their individual constituencies the content of discussions and decisions. They will also be responsible for presenting the interests of their constituencies to R1ACT for the overall benefit of the Region.

Voting Membership

Public agencies	Stakeholders appointed by counties or coordinating committees***	Stakeholders appointed at large
Counties (4)*	Clackamas (4)	Active Transportation (1)
Cities (4+)**	Hood River (2)	Freight (1)
ODOT (1)	Multnomah (6)	
Metro (1)	Washington (4)	
TriMet (1)		
Rural Transit (1)		
Port of Portland (1)		
Total Voting Membership		31 Members

*One Commissioner per county

** A minimum of one city elected official per county

***One stakeholder per county should represent business or labor

Non-voting Membership

The following officials and organizations shall be invited to be non-voting, ex officio members of R1ACT:

- Department of Environmental Quality (DEQ)
- Regional Solutions Team Coordinator
- Oregon Transportation Commissioners
- State legislators representing parts of Region 1
- Members of Congress representing parts of Region 1
- Outreach to tribal governments will occur in 2015 to determine their level of interest and engagement.

Additional non-voting or ex-officio members may be added per the direction of the full ACT after formation. The full ACT will also develop protocols regarding participation by non-voting members to ensure consistent representation and to manage the overall size of the committee.

Coordination with existing regional public agencies

Regional agency coordination will be promoted by ensuring that appointees are consistent with, or have regular communications with, the entity's Joint Policy Advisory Committee on Transportation (JPACT) and County Coordinating Committee members where in existence. The meeting schedule and work plan for the ACT will also be shared with regional transportation advisory bodies to facilitate coordination.

Appointments, Nominations and Balance of representation

The initial nomination and appointment process will occur as follows:

Step 1: ODOT, the four county commissions, City of Portland, Tri-Met, Metro, and Port of Portland representatives will be selected by their respective governing bodies prior to the first official meeting of the ACT following approval of the provisional charter by the OTC. **These agencies will be the official appointing body for additional members, except for the active transportation and freight positions,** for the initial appointment process only. Future appointments will be approved by the full ACT.

Step 2: Rural transit agencies will caucus to nominate a rural transit representative.

Step 3: At least one city per county must serve on the ACT. City representatives may selected by a caucus of mayors or other process determined by the cities in each county. The cities may also choose to route all of their nominations (city, stakeholder and business) through step four.

Step 4: Each county will solicit nominations for its respective business/labor and stakeholder members according to the following:

- The Clackamas County Coordinating Committee and County Commission will solicit nominations. *The Clackamas County Coordinating Committee has already voted on how it would like to allocate the stakeholder positions within the county (see Appendix A)*
- Hood River will develop a coordinating committee or other mechanism to solicit and nominate candidates
- The East Multnomah County Transportation Committee (EMCTC) and City of Portland will solicit and nominate candidates.
- The Washington County Coordinating Committee will solicit and nominate candidates

Cities may be appointed as stakeholders through the county / coordinating committee processes with a minimum of one city per County (in addition to the City of Portland). Nominating entities should also consider appointments from agriculture, timber, tourism, and citizen representatives.

Step 5: ODOT staff will work with the nominating entities (counties, city caucuses, etc.) to ensure that the ACT retains a diversity of stakeholder input and meets the following guidelines:

- A minimum of 50% representation by elected officials and Port of Portland and transit districts
- A representative from the fields of environmental justice and health.

Step 6: The members appointed in Step 1 will appoint the rural transit representative, city representatives and stakeholder representatives.

Step 7: The Active Transportation and Freight representatives will be nominated via an application process administered by ODOT. The nominations will be approved the ACT members appointed through Step 6.

{This initial nomination process is a modification to the process discussed at the Nov. 17th Task Force meeting. Using the term “public official” provided a lack of clarity about which ACT members would appoint during the initial nomination and appointment process.}

Ongoing membership nominations will follow the initial protocols. Appointments shall be voted on by all ACT members.

Terms of Service

To prevent the entire ACT membership from changing at the same time and to provide a way to preserve institutional knowledge and ensure continuity, R1ACT members shall serve four-year, overlapping terms.

If an ACT member changes employment or organizational status (if it directly relates to his or her role on the ACT) mid-term, the full ACT should vote to either continue the member’s term or appoint a replacement.

Officers

A Chair and Vice-Chair shall be elected by the voting members. The Chair shall preside at all meetings attended, sign documents and correspondence, orient new members, approve agendas, represent the R1ACT in other venues and serve as R1ACT’s official spokesperson. The Vice-Chair shall serve as the Chair’s primary alternate and shall preside at R1ACT meetings in the Chair’s absence.

Officers shall serve one-year terms starting at the first meeting of the calendar year. Officers may be elected to more than one term of office.

Executive Committee

The task force discussed forming an executive committee but did not finalize a structure. It’s an issue that the ACT will take up when drafting the bylaws.

Coordination

Is the membership broadly representative of local elected officials and inclusive of other key stakeholders and interests? If key representation is not included, explain the justification?

Key membership categories will be met via the following requirements:

- Elected officials

- One county commissioner from each county will be a voting member
 - At least one city per county will be a voting member
 - The elected Metro Councilor appointed as chair of JPACT will be a voting member
 - Among the 16 county stakeholder appointments (beyond the one County and one City representative from each County), at least two must be elected officials
- Freight and Mobility
 - A freight representative will be a voting member
 - The Port of Portland will be a voting member
- Active Transportation and Transit
 - An active transportation representative will be a voting member
 - The region's largest transit district (TriMet) will be a voting member
 - AA rural transit representative will be a voting member
- Private Sector, Health and Environmental Justice
 - One representative per county must be a business or labor stakeholder.
 - One representative must be able to represent health interests
 - One representative must be able to represent Title VI Protected Classes

How would/does the ACT coordinate with adjacent ACTs and/or MPOs and involve state legislators?

JPACT provides the forum of general purpose local governments and transportation agencies required for designation of Metro as the metropolitan planning organization for the Oregon portion of the Portland metropolitan area. The chair of JPACT, Metro's advisory body on transportation, will be a voting member of the R1ACT. The ODOT Region 1 Manager serves as a voting member on JPACT. The cross membership between the two bodies, not only between the two agencies but across city and county members, builds on a long history of coordination between Metro, ODOT and local governments that has facilitated the development of the MTIP and the STIP for decades. Furthermore, the projects recommended by the R1ACT are subject to inclusion in the Metropolitan Transportation Improvement Program (MTIP) which is subject to inclusion in the State Transportation Improvement Program (STIP). Establishment of the R1ACT will not change the existing mechanisms for coordination with the MPO in place today.

Because of the fundamental importance placed on recommendations by the ACTs, coordination shall be the primary obligation of R1ACT. To ensure that recommendations have been reviewed for local, regional, and statewide issues and perspectives, R1ACT will communicate with others that may have knowledge or interest in the area. Working with a broad representation of stakeholder groups also helps provide a balance between local/regional priorities and statewide priorities. R1ACT coordination will include, but is not limited to, the following groups:

- Oregon Transportation Commission

- Other ACTs within and across ODOT regions including, North West Area Commission on Transportation, Mid-Willamette Area Commission on Transportation and Lower John Day Area Commission on Transportation
- ODOT Modal Advisory Committees
- Tribal Governments
- METRO
- Southwest Washington Regional Transportation Council (the MPO for the Clark County, Washington part of the metropolitan area)
- Local Governments, Transit and Port Districts
- County Coordinating Committees

Proposed Operation

Decision-Making

R1ACT will use a collaborative approach to problem solving where all members seek consensus first, and by a minimum 18-member vote if a consensus cannot be reached. Consensus means that all members agree to accept the decision even though some members may not fully agree with the decision. Members are encouraged to voice and have all views recorded.

Eighteen votes are required to advance a decision in the instance that consensus cannot be reached. The R1ACT minority would then be empowered to produce and record a report outlining the minority's opinions on the decision that would be presented along with the majority recommendation.

Work program

What is the proposed work program of the ACT?

R1ACT's Chair and Co-chair, and potentially an executive committee if created, shall develop an annual work plan that is reviewed and adopted by R1ACT members. The Work Plan will be able to be amended at any time. The R1 ACT's initial annual work program shall include the following:

Advisory and Coordination Activities

- Advise the OTC on state and regional policies affecting the Region 1 transportation system
- Review and provide recommendations on the following short and long-term funding opportunities
 - 2018-2021 STIP, including priorities for STIP Enhance project funding
 - Special funding opportunities and programs
 - Priorities for state transportation infrastructure and capital investments
- Discuss and advise the OTC on new funding mechanisms
- Provide a report to the OTC at least once every two years

Commission Governance

R1ACT will provide the following tasks in accordance with its bylaws once adopted:

- Elect Officers
- Define expectations of members for R1ACT
- Provide orientation for new members
- Provide training and mentors for new members as needed
- Review working documents and bylaws as needed

Public Involvement

R1ACT will provide the following tasks in accordance with its Public Involvement Plan once adopted:

- Engage key stakeholders and the general public with a process consistent with state and federal laws, regulations and policies
- As part of the regular review and report to the OTC, review the Public Involvement Plan and its effectiveness

Public Involvement

How will/does the ACT meet the minimum public involvement standards as shown in Attachment A of this document?

For R1ACT to fulfill its advisory role in prioritizing transportation problems and solutions and recommending projects, the ACT will involve the public and stakeholders in its decision-making process and follow a Public Involvement Plan. As R1ACT considers local, regional and statewide transportation issues, it will provide public information and involve the public in its deliberations. To comply with federal Environmental Justice requirements, the public involvement process will include a strategy for engaging minority and low-income populations in transportation decision-making.

ODOT staff will ensure that public involvement requirements are met and will include provisions in the ACT's bylaws to do so.

Work Program and Agenda Development

Who would/does help guide the work program and agendas of the ACT? Indicate the general operational structure.

R1ACT Chair and Co-chair shall meet as needed to develop R1ACT agendas and develop and monitor R1ACT's Work Plan. As an advisory body chartered under the authority of the OTC, R1ACT will be established to provide a forum for stakeholders to collaborate on transportation issues affecting ODOT Region 1 and to strengthen state and local partnerships in transportation. R1ACT's work plan shall be consistent with the role of an advisory body to the OTC.

Technical Assistance

How would/does the ACT secure technical assistance on transportation issues?

R1ACT can form standing or ad hoc committees such as a technical committee as needed. Consideration will be given to existing advisory committees across the Region to avoid duplication and redundancy.

Support staff

R1ACT will be staffed by ODOT. ODOT will provide planning staff assistance to R1ACT and financial support sufficient for administration of R1ACT to meet OTC expectations.

Alternates

Jurisdictions appointing a voting member will be responsible for selecting and assuring the qualifications of their alternate. The vote of the Alternate will be assumed to represent the vote of the ACT member for whom they are standing in. Alternates representing an elected official must also be an elected official.

Definitions

Area Commission on Transportation

An advisory body chartered by the Oregon Transportation Commission to address all aspects of transportation (surface, marine, air, and transportation safety) with a primary focus on the state transportation system.

Environmental Justice

The fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies.

Ex Officio

An ex officio member is a non-voting member of a body (a board, committee, council, etc.) who is part of it by virtue of holding another office.

Health

Health refers to any field or enterprise concerned with the maintenance or restoration of the health of the human body or mind

MPO (metropolitan planning organization)

The organization established by agreement of the Governor and local governments to carry out the federally mandated continuous, comprehensive and coordinated transportation planning process for metropolitan areas of 50,000 population or more.

Non-voting

A member or person who is not eligible to vote on matters before the ACT and who acts as a liaison between the ACT and the interested persons whom that member represents, and transmits requests for information from the ACT and relevant information and views to the ACT.

Rural Transit

Rural transit means transit providers receiving section 5311 Non-Urbanized Area Formula Program funding. This program provides funding to states to support public transportation in rural areas with populations of less than 50,000.

Region

When capitalized, describes the Oregon Department of Transportation geographic regions.

Appendix A: C4 Membership Proposal

		ACT Voting Membership	Elected, Port and Transit 50% minimum*
Multnomah County			
8 members	County Commissioner	1	1
	Portland elected	1	1
	Other City Rep elected	1	1
	4 Stakeholders nominated jointly by Portland and EMCTC	4	
	Business/Labor Stakeholder nominated jointly by Portland and EMCTC	1	
Washington County			
6 members	County Commissioner	1	1
	City Rep elected	1	1
	3 Stakeholders nominated by WCCC	3	
	Business/Labor Stakeholder nominated by WCCC	1	
Clackamas County			
6 members	County Commissioner	1	1
	Metro City Reps (elected) nominated by Clackamas County Coordinating Committee approved process	2	2
	Rural City Rep (elected) nominated by Clackamas County Coordinating Committee approved process	1	1
	1 Rural Stakeholder nominated by Community Leaders Committee of C-4	1	
	Business/Labor Stakeholder nominated by a County approved process	1	
Hood River County			
4 members	County Commissioner	1	1
	City Rep elected	1	1
	1 Stakeholder	1	
	Business/Labor Stakeholder	1	
OTHER Stakeholders			
7 members			
Metro	JPACT Chair	1	1
ODOT	Region 1 Manager	1	
TriMet	General Manager	1	1
Port of Portland	Executive Director	1	1
Rural Transit Provider		1	1
Freight		1	
Active Transportation		1	
Stakeholder appointments must include representatives from the following:			
	<ul style="list-style-type: none"> Health Environmental Justice 		
Stakeholder appointments should be considered from the following:			
	<ul style="list-style-type: none"> Agriculture Timber Tourism Citizen reps, such as from Hamlets and Villages Additional City elected representatives 		
*At least 1 stakeholder appointment must be an added Port, Transit or City Rep to reach the 50% minimum			
Total Reps		31	15



Clackamas
County
Coordinating
Committee

Promoting partnership among the County, its Cities and Special

Districts

April 2, 2015

Dear Board Clackamas County Board of Commissioners:

The Clackamas County Coordinating Committee (C4) convened on April 2, 2015 to review and rank recommended candidates for the Clackamas County Business Stakeholder for the Region 1 Area Commissioner on Transportation (R1ACT). The meetings also included a forum for the urban and rural cities and rural community leaders to caucus and select their nominations to the R1ACT seats.

R1ACT Clackamas County Business Stakeholder Seat

Clackamas County Department of Transportation, in coordination with C4/Public and Government Affairs Staff reached out to business communities to message the opening for the R1ACT Business Stakeholder seat for Clackamas County. Organizations that were contacted include: Clackamas County Business Alliance, Clackamas County Economic Development Commission, and all Chambers of Commerce in the County. Clackamas County's Business and Community Services Department was also resourced to notify potentially interested candidates. Applications were due by March 19, 2015. Five applications were received in total. These applications are included as an attachment to this letter.

After reviewing these applications, C4 recommends to the Clackamas County Board of Commissioners the following candidate to be the formal nomination for the R1ACT Business Stakeholder Seat:

1. Bill Avison

The rest of the candidates were ranked as follows:

2. Blane Meier

3. Karl Wescott

4. J.D. Pavek

5. Mike Stewart

Other Clackamas County Seats

The urban and rural cities and the rural community leaders also made final selections for their nominations. Since ODOT has asked requested that all of the stakeholder

nominations be submitted together, we ask that the following nominations be submitted be included when the BCC forwards to ODOT the nomination of the Business Stakeholder.

R1ACT Clackamas County Urban City Representative:

**Happy Valley Mayor Lori DeRemer and
Lake Oswego City Councilor Jeff Gudman**

R1ACT Clackamas County Rural City Representative:

Canby Mayor Brian Hodson

R1ACT Clackamas County Rural Community Representative:

Bill Merchant

C4 is extremely grateful for the BCC's respectful consideration of the recommended nominations for the R1ACT Business Stakeholder for Clackamas County. Please keep us informed of your final decision, and let us know if there are any questions with regards to our ranking order.

Sincerely,



Commissioner Paul Savas
Clackamas County
C4 Co-Chair



Mayor Brian Hodson
City of Canby
C4 Co-Chair